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AD NUMBER

AD506148

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TO: unclassified

FROM: confidential

LIMITATION CHANGES

TO:
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FROM:
DoD Controlling Organization: Department
of the Army, Office of the Adjutant
General, Washington, DC 20310.

AUTHORITY

GDS per DoD 5200.1-r; Adjutant General's
Office [Army] ltr dtd 29 Apr 1980

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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

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IN REPLY REFER TO

AGDA (M) (19 Nov 69) FOR OT UT 693284

3 December 1969

SUBJECT: ~~Operational Report~~ - Lessons Learned, Headquarters, 1st Aviation
Brigade, ~~Period Ending 31 July 1969 (U)~~

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.

2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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DEPARTMENT OF THE ARMY
HEADQUARTERS 1ST AVIATION BRIGADE
APO San Francisco 96384

AVBAGC-O

15 Aug 1969

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for
Period Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

TO: SEE DISTRIBUTION

1. (C) Section 1, Operations: Significant Activities.

a. Command.

(1) (U) The 1st Aviation Brigade mission of providing effective, responsive Army Aviation support to US, RVN and FVNAF ground elements remained unchanged.

(2) (U) Changes in Key Staff Personnel

(a) Chief of Staff

Colonel Jay B. Williams, INF, 458-16-6900, 1 MAY 69 - 4 MAY 69

Colonel George E. Handley, FA, 536-16-0898, 5 MAY 69 - 31 JUL 69

(b) G1

LTC William C. Rousse, JR, 263-34-6452, 1 MAY 69 - 14 MAY 69

LTC George R. Crook, JR, 465-36-6197, 15 MAY 69 - 12 JUL 69

LTC Thomas E. Anderson, IN, 516-28-2802, 13 JUL 69 - 31 JUL 69

(c) G3

LTC William C. Chamberlain, FA, 319-26-1358, 1 MAY 69 - 20 JUL 69

LTC James M. Peterson, JR, 268-22-4727, 21 JUN 69 - 31 JUL 69

(d) G4

LTC William A. Walker, IN, 259-50-4028, 1 MAY 69 - 1 JUN 69

LTC Ronald T. Walker, JR, 242-32-4368, 2 JUN 69 - 31 JUL 69

(3) (U) The organization and location of 1st Aviation Brigade units is shown in the Organization Chart at Incl 1 and the Station List at Incl 2.

(4) (U) Commander's Notes for the months June and July (Numbers 5 and 6 in the 1969 Series) are at Inclosures 3 and 4.

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b. G-1.

(1) (C) **Brigade Strength.** The average strength of the 1st Aviation Brigade during the period 1 May 1969 through 31 July 1969 is as follows:

<u>UNIT</u>	<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>	<u>TOTAL</u>
HQ, 1st Avn Bde	44	11	159	214
12th CAG	742	922	6094	7758
17th CAG	636	1017	6194	7847
164th CAG	452	387	3310	4149
165th Avn Gp	120	68	1644	1832
212th CAB	146	89	1166	1401
TOTAL	2140	2494	18567	23201

(2) (U) **Officer Strength.** The strength of the 1st Aviation Brigade Officer personnel by grade as of 31 July 1969 is as follows:

<u>GRADE</u>	<u>ASSIGNED & ATTACHED HHC & DETACHMENTS</u>	<u>BDE TOTAL</u>
GO	1	1
OOL	2	6
LTC	7	54
MAJ	17	218
CPT	9	918
LT	4	928
WO	11	2560
TOTAL	59	4585

(3) (U) **Personnel Transferred.** The following number of personnel transferred into or out of the 1st Aviation Brigade during the period 1 May 1969 through 31 July 1969:

Replacements & Rotates:

	<u>REPLACEMENTS</u>	<u>ROTATES</u>
Officers & WO's	1023	731
Enlisted Men	4060	3255
TOTAL	5083	3986

(4) (U) **Awards.** Quarterly Report of Awards as of 31 July 1969:

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AWARD	MAY	JUNE	JULY	TOTAL
SS	27	17	20	64
SM	4	16	9	29
DFC	141	84	114	339
BS'V'	16	26	21	63
BS	244	451	266	961
AM'V'	129	97	152	378
AM	4822	9289	5936	20,047
ACM'V'	56	51	106	213
ACM	711	855	523	2089
PH	3	0	49	52
	6,153	10,886	7,496	24,235

(5) (U) Appointments. Appointments for Commissioned and Warrant Officers:

Warrant Officer Flight Training	2
Warrant Officer USAR	1
USARV Direct Commission	6
Regular Army Appointment (Warrant)	0
Regular Army Appointment	4
Direct Commission TAG	6
OCS	2

(6) (U) Orders. Orders Published by HQ, 1st Aviation Brigade

	GENERAL ORDERS	SPECIAL ORDERS	LETTER ORDERS
MAY	532	31	35
JUNE	497	29	42
JULY	426	30	37

c. ~~2~~3.

(1) (FOUO) Investigative Actions. The following Personnel Security Investigative actions were processed through the 1st Aviation Brigade's Personnel Security Investigative Branch during this reporting period:

(a) Request for Background Investigations:	- 19
(b) Request for verification of Background Investigation:	- 211
(c) Request for National Agency Check:	- 55
(d) Request for verification of National Agency Checks:	- 88
(e) Request for verification of Entrance National Agency Check:	- 48
TOTAL	421

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Of the 421 actions processed, 263 (62.4%) of these actions have been completed.

(2) (FOUO) Other Intelligence Activities:

- (a) Security inspection of subordinate units conducted: -- 6
- (b) Other visits conducted:

- 1. USARV AOC G-2 --230
- 2. LONG BINH POST S-2 -- 92
- 3. II FF HQ G-2 -- 6
- 4. Subordinate Units (Bde) -- 7
- 5. 702 MID -- 2
- 6. Combined Materiel Exploitation Center, Vietnam -- 1
- 7. Combined Intelligence Center, Vietnam -- 1

- (c) PRE AGI Inspections: -- 6
- (d) Number of INTSUM's submitted to higher headquarters: -- 92
- (e) Number of lost document investigations (AR 15-6): -- 0
- (f) Number of lost document investigations pending: -- 0

d. G-3.

(1) (C) Plans

(a) MTOE 1-252G was submitted to USARV on 8 May 1969. This document will modify MTOE 1-252G dtd 28 October 1968, for HHC, Aviation Groups (Combat).

(b) MTOE 17-96T was submitted to USARV on 17 May 1969. This document will modify MTOE 17-96T dtd 2 July 1968 for HHT, Air Cavalry Squadrons, and provide for minor restructuring within the squadron headquarters.

(c) MTOE's 17-98T and 17-99T were submitted to USARV on 26 May 1969. These documents will modify MTOE's dtd 2 July 1968 for the Air Cavalry Troops and the Cavalry (ground) Troops. These actions provide for the integration of the TC Detachment (KD) and Signal Detachment (RL) into MTOE 17-98T and minor administrative changes in MTOE 17-99T.

(d) The following unit was reorganized: 652nd Transportation Detachment (KE) was reorganized under MTOE 55-570G USCONARC 1/68, effective 10 April 1969. This action resulted in minor personnel changes; capabilities, mission or aggregate strength was not modified.

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(e) The following organizational changes were initiated during the reporting period:

1. The 129th Medical Detachment (OA) was reassigned from the 12th Avn Gp (Cbt) to the 165 Avn Gp to provide medical facilities for the 120th Avn Co (Aslt Hel) and units located at Sanford M.F.
2. The 59th Signal Detachment (RL) was assigned to the 1st Avn Bde on 13 May 1969 and further assigned to the 212th Avn Bn (Cbt) for the purpose of providing avionics support in the Hue Phu Bai area. This unit was formerly assigned to the 101st Airborne Division (AM).
3. The 335th Avn Co (Aslt Hel) was reassigned from the 17th Avn Gp (Cbt) to the 164th Avn Gp (Cbt) effective 1 July 1969.
4. The following units were reassigned from the 12th Avn Gp (Cbt) to the 164th Avn Gp (Cbt) effective 1 July 1969:
 - a. HHC, 214th Avn Bn (Cbt)
 - b. 758th Medical Detachment (OA)
 - c. 162nd Avn Co (Aslt Hel)
 - d. 191st Avn Co (Aslt Hel)
 - e. 135th Avn Co (Aslt Hel)
 - f. 147th Avn Co (Aslt Spt Hel)

(2) (FOUO) Training.

(a) Training Quotas. The following data is a recapitulation of the training quotas allocated to subordinate units of the Brigade during this quarter. Quotas include those from the Army Aviation Refresher Training School (AARTS), USARV AH-1G/OH6A training team, Jungle Survival School and the Brigade UH-1 IP School, as follows:

1. <u>AARTS COURSES</u>	<u>QUOTAS</u>
AH-1G/UH-1C Airframe	42
UH-1D/H Airframe	38
OH-6A Airframe	28
CH-47 Airframe	43
T-53-L-11 Engine	48
T-53-L-13 Engine	55
T-55-L-7 Engine	41
T-55-L-11 Engine	42
T-63 Engine	18

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AARMS COURSES

QUOTAS

Enlisted Armament	53
Officer Armament	33
Aircraft Technical Supply	35
Aircraft Technical Inspector	24
CH-47 Maintenance Supervisor	9

2. USARV AH-1G/OH-6A Transition Training

AH-1G	10
OH-6A	11

3. BDE UH-1 JP School

46

4. Survival School

87

b. Pilot Training. Units of the 1st Aviation Brigade continued to conduct training classes to transition Vietnamese Air Force (VNAF) and Republic of Korea Forces-Vietnam (ROKF-V) aviators in the UH-1D/H. These classes are approximately 90 days duration. A summary of this training is as follows:

1. Courses starting during period

<u>COURSE</u>	<u>CLASS START DATE</u>	<u>NO STUDENTS</u>
ROKF-V	3 May	4
VNAF	21 May	14
ROKF-V	2 Jun	4
ROKF-V	7 Jul	4

2. Courses graduating during period:

<u>COURSE</u>	<u>GRADUATION DATE</u>	<u>NO STUDENTS</u>
VNAF	10 May	3 Staff
VNAF	18 May	4
VNAF	25 May	7
VNAF	14 Jun	6
VNAF	22 Jun	5
ROKF-V	29 Jun	4
VNAF	5 Jul	2 Staff
VNAF	20 Jul	4
VNAF	27 Jul	4

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(3) (FOUO) Operations

(a) Counter-Sapper Training. 1st Aviation Brigade Regulation 350-5 was published on 27 May 1969. This regulation directed all subordinate units to conduct counter-sapper training in conjunction with increased perimeter and internal security training. This training was undertaken due to the increasing number and effectiveness of enemy sapper attacks. Army aircraft and airfields have been a prime target for enemy sapper units. This regulation directs that counter-sapper training be given to each individual prior to performance of security duties, lists all available references on the subject and directs major subordinate units to provide this headquarters copies of their directives implementing this regulation.

c. G-4.

(1) (U) GMI: During the period 1 May through 31 July 1969, 31 units were inspected by the Brigade GMI Team. Satisfactory ratings were achieved by twenty-five units and six units were rated unsatisfactory.

For the period 1 January 1969 to 31 July 1969, sixty-nine units were inspected, completing 68% of the annual inspection requirements. During that time 58 units received a satisfactory rating and 11 were found unsatisfactory. The overall Brigade rate of satisfactory was 80%. All scores were consolidated and averaged to present a Brigade average by category and area. Scores were categorized into Material, Maintenance Operations, and Command Emphasis Items. The Brigade average of adjusted scores is reflected below:

MATERIEL

Weapons	82%
Electronics and Communications	94%
Tactical and Support Vehicles	66%
Aircraft	84%
Special Purpose Equipment	75%
Ammunition	76%
Overall Rating	80%

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MAINTENANCE OPERATIONS

Vehicular	64%
Avionics	81%
Signal	100%
Aircraft	78%
Overall Rating	81%

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COMMAND EMPHASIS

POL	85%
Equipment Serviceability Criteria	50%
Parts and Equipment Excess	83%
Repairable Parts Turn-in	95%
CONEX Control	98%
Mens	100%
Supply	79%

(2) (U) CMI Team: Enlisted team members TDY from subordinate units were reduced from nine to six. The length of TDY was extended from 90 days to 6 months. Under this concept, inspectors are assigned TDY to the CMI team during their initial six months in-country. The experience and knowledge gained with the CMI Team is then applied in a unit to which the inspector is assigned during his last 6 months in-country.

(3) (U) DA Pamphlet 750-10: DA Pamphlet 750-10, Command Maintenance Inspection Handbook, dated January 1969, was partially implemented in July. The scoring procedures, deviations from standards, and scoring points were some of the major changes in the latest Command Maintenance Management Inspection Handbook. As a result of this change, and for updating purposes, the CMI Inspection Checklists were revised. Ambiguous questions were eliminated and references pertaining to checklist questions were inserted.

(4) (U) Roadside Spot Checks: Brigade Regulation 750-10, dated 11 July 1969, Spot Check Inspection of Motor Vehicles, was implemented. This regulation applies to all subordinate units of this command. It directs group and separate battalion commanders to establish an internal Roadside Inspection Program.

(5) (U) Logistics: Unit and Organizational Supply Inspection Checklist, 1st Aviation Brigade Form 28-18R, was revised on 21 July 1969. The revised check sheet will allow a comprehensive overall supply inspection required by the commander in determining his operational capabilities. It was prepared in seven sections, with each section being rated individually and an average of the total used to determine the unit rating.

(6) (U) R1340-61 Engine Status: The high failure rate of the Spartan rebuilt R1340-61 engine was an issue that received much command attention this past quarter. An inspection of the quality of the engines overhauled by the Spartan Corporation resulted in the overhaul contract being transferred to a Pratt-Whitney associated firm. A combination of maintenance practices

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and an inferior push rod was determined to be the two major contributing factors to the high M340-61 engine failure rate. The change in overhaul contractors and the new improved steel push rod should provide a more reliable power plant for the time proven U1A "Otter". In the meantime, the inspection procedures called for by Technical Bulletin 55-1510-205-40/1, and the new "time between overhaul" (TBO) of six hundred hours should provide adequate reliability improvements for existing U1A engine assets.

(7) (U) CH-47A Rotor Blade Retrofit Program: The CH-47A rotor blade retrofit program was completed 31 July 1969. Starting with the one-time inspection of all CH-47A aft rotor blades, in compliance with Technical Bulletin 55-1520-209-20/27, the in-country CH-47A forward and aft rotor blade assets have since been one-hundred per cent inspected and retrofitted as needed. The new time between overhaul (TBO) of six hundred hours, for the aft rotor blades should be adequate to guarantee safe future operations of the Chinook helicopter. Due largely to the outstanding efforts made by the 1st Aviation Brigade units, the CH-47 rotor blade retrofit program was completed ahead of schedule.

(8) (U) UH-1B/C/D/H Main Transmission Status: The UH-1B main transmission P/N 204-040-009-31 one-time inspection, to determine erroneous installation of "B" model transmission on UH-1D/H helicopters, proved to be a records procedure error. The one-time inspection and investigation revealed some converted transmissions had not had the data plate changed to reflect the new configuration on that transmission. It is imperative that converted transmissions which are no longer a one model peculiar end item have the data plate changed to reflect the new part number, the TAERS Form 2408-16 so annotated, and a DA Form 2410 prepared and forwarded in accordance with TM 38-750, para 3-8. 1-5. All transmissions are usable on UH-1B/C/D/H model helicopters as they are all 1100 HP rated. Therefore, there is no operational limitation or any technical reason for removing a UH-1B transmission from a UH-1D/H aircraft providing it functions satisfactorily and was converted correctly.

(9) (U) AH-1G Armament Retrofit Program Status: 1st Aviation Brigade units completed the MWO 55-1520-221-40/z modification of TAT-102A armament systems to accept the XM-28 armament system (AH-1G A/C) during this quarter. The retrofit program was initiated 7 April 1969 with a civilian contract team located at the 56th Transportation Company (DS) to accomplish the work. Although the program was scheduled to last twenty-seven weeks it was completed in seventeen. The retrofit team coordinator stated that the outstanding cooperation and flexibility of the participating units and high maintenance state of the aircraft when they were turned over to the team were key factors in the successful and early completion

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of the Brigade and USAFV programs. The 1st Aviation Brigade aircraft were completed by 10 July 1969, thirteen weeks ahead of schedule.

(10) (C) During the period of this report the brigade aircraft inventory decreased primarily because there was a reduction in the number of aircraft allocated by USAFV. Of especial significance and import was the 60% fill rate for OH-6 aircraft, 79% for UH-1B/C and 91% for UH-1D/H. The fill rates for those three aircraft systems are interrelated. UH-1 aircraft had to be used in many cases to make up the shortages of OH-6s; accordingly, UH-1D/H inventory level was in reality substantially lower in company units than the 91% figure. As an example the 31 assault helicopter companies of the brigade averaged only 19 aircraft out of an authorized 23 and 7 UH-1B/C gunships out of the authorized 8. While brigade units continued to meet their commitments to their supported units, this shortage caused difficulty and impacted on required training.

Set forth below is a breakout of aircraft authorizations and inventory for the months of May, June and July:

ORILL PERIOD AVERAGES/AUTHORIZED/PERCENT FILL

<u>A/C</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>ORILL Period Average</u>	<u>Authorized</u>	<u>Percent Fill</u>
O-1	256.7	251.7	249.2	252.8	272	93.0
U-1	36.0	34.5	33.0	34.5	33	100.4
U-6	28.6	28.7	30.5	29.2	8	365.0
U-21	36.0	37.7	38.0	37.2	38	98.0
OV-1	93.4	95.0	96.5	94.9	90	100.5
OH-6A	110.2	96.7	103.2	103.3	172	60.0
AH-1G	146.0	146.5	143.5	147.0	141	100.4
UH-1B/C	242.3	236.0	225.7	234.0	293	79.0
UH-1D/H	775.0	753.0	756.2	763.0	838	91.0
CH-47	150.0	149.2	147.2	148.8	144	103.0
CH-54	22.0	22.0	22.0	22.0	18	102.0

f. 10.

(1) (U) During the reporting period considerable press interest was generated in the Saigon Press Corps as a result of the Brigade's April safety record. UPI, NBC, ABC, and Newsweek visited the Brigade during May and all were primarily interested in helicopter losses.

(2) (U) These media were most interested in the helicopter accident rate which appeared high. Press interviews with the Commanding General, Deputy Brigade Commander, and Brigade Safety Officer, and briefings showing all

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Brigade Statistical data on the subject, cleared up the questions and misconceptions that these media had. A situation that could have resulted in unfavorable publicity for the 1st Aviation Brigade and Army Aviation was avoided through an accurate account from Brigade Officials.

G. Signal.

(1) (C) Secure Voice Device, TSEC/KY-8 status: The 1st Aviation Brigade has received 124, or 100%, of the total KY-8's authorized. The KY-8's that are on hand, but not in operational sets, lack radio adapter cards or x-mode cables.

(2) (C) Secure Voice Device, TSEC/KY-28 status: The 1st Aviation Brigade has received 1877 KY-28's and has installed 867, or 46%, in aircraft. The percentage of installed KY-28's dropped because the UH-1H's arriving in

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country are not equipped with the necessary mounts or control heads.

(3) (C) Secure Voice Device, TSEC/KY-38 status: The 1st Aviation Brigade has received 206, or 92%, of the total KY-38's authorized. All KY-38's on hand are operational and in use.

h. Surgeon.

(1) (U) Aeromedical Coverage continued at high level. Surgeons had sufficient overlap to provide for continuity.

(2) (U) Evaluation of Aviation Medical Capabilities at the Battalion Level: An evaluation of the organizational structure of battalion medical sections (MTOE 1-256G) and the Medical Detachment (04) (MTOE 8-500G) was concluded during the reporting period. The purpose of this test was to determine the optimum organization for aviation medical support at the battalion level. Five medical detachments and two combat aviation battalions were designated to conduct the test. It was determined that current medical detachments could be incorporated into the battalion medical sections (MTOE 1-256G, para 06) which would result in a reduction of four personnel spaces in each battalion size unit. The results of the test were forwarded to HQ, USARV, on 5 June 1969.

(3) (U) General. No significant changes in operations, organization, or disease rates occurred during the reporting period.

1. Aviation Safety/Flight Standardization.

(a) (U) The 1st Aviation Brigade flew 447,555 hours during the reporting period and experienced 82 aircraft accidents. The aircraft accident rate for the quarter, based on 100,000 flying hours, was 18.3.

(b) (U) 52% of the total accidents during this quarter resulted from human cause factors. Engine failures were the greatest material cause factor and accounted for 27% of the total accidents. Tail rotor failures decreased from the previous quarter with a total of 6 tail rotor failure accidents. Loss of RPM accidents increased with total of 11 accidents.

(c) (U) The quarterly aviation safety conference was held at Vung Tau, RVN, in June. The conference was attended by all group and battalion safety officers and proved extremely successful. Many ideas were exchanged in the furtherance of the Brigade accident prevention program.

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(d) (U) A quarterly standardization instructor pilot conference was conducted at this headquarters in June. The conference was highly successful in pointing out mutual problems and in discussing meaningful and practical solutions. During this meeting, the Brigade adopted a policy that any pilot overdue a 90 day standardization ride in any particular type and model aircraft would be grounded in that type and model until the standardization ride is satisfactorily completed.

(e) (U) During the last quarter, Safety and Flight Standardization Section visited a total of 55 battalion and company size units. These visits proved beneficial in assisting the aviation accident prevention and flight standardization programs down to the lowest level. Records were reviewed and selected flight checks were conducted by the standardization team when training aircraft were available.

(f) (U) 1st Aviation Brigade Regulation 385-10, "Aviation Safety" and 95-6, "Flight Orientation and Standardization Program", were revised and distributed this quarter.

(g) (U) Aircraft Accident Statistics

<u>MONTH</u>	<u>TOTAL FLYING HOURS</u>	<u>NO ACCIDENTS</u>	<u>RATE*</u>
May	153,902	31	20.1
June	148,478	29	19.5
July	145,175	22	15.2

*per 100,000 flying hours

May Accident Experience

<u>TYPE</u>	<u>R/W</u>	<u>F/W</u>	<u>TOTAL</u>
Major Accidents	28	3	31
Minor Accidents	0	0	0
Incidents	32	1	33
Forced Landings	13	2	15
Precautionary Landings	91	18	109

June Accident Experience

<u>TYPE</u>	<u>R/W</u>	<u>F/W</u>	<u>TOTAL</u>
Major Accidents	27	2	29
Minor Accidents	0	0	0

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Period Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

<u>TYPE</u>	<u>R/W</u>	<u>F/W</u>	<u>TOTAL</u>
Incidents	37	6	43
Forced Landings	16	2	18
Precautionary Landings	82	22	104

July Accident Experience

<u>TYPE</u>	<u>R/W</u>	<u>F/W</u>	<u>TOTAL</u>
Major Accidents	15	6	21
Minor Accidents	0	1	1
Incidents	32	4	36
Forced Landings	20	4	24
Precautionary Landings	57	11	68

(h) (U) The 1st Aviation Brigade completed FY 69 with an accident rate of 21.2. This is the lowest rate ever achieved by the brigade. This rate is 20% less than the FY 68 rate of 26.9.

J. Chaplain.

(1) (U) Religious Activities

(a) Group Religious Services

1. Number conducted	1037
2. Number attending	37,316

(b) Religious education

1. Number occasions	637
2. Number attending	13,811

(c) Character Guidance

1. Number occasions	334
2. Number attending	50,487

(d) Number Pastoral Visits	26,626
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(2) (U) Brigade Chaplain Activities

(a) Staff Assistance Visits	31
(b) Memorial Services	2
(c) Civic Action Program	1

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Period Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

k. Headquarters Commandant:

(1) (U) There were no changes or additions to the mission of Headquarters Company.

(2) (U) There were no organizational changes in the Headquarters Company.

(3) (FOUO) Unit Strength as of 31 July 1969.

Military Assigned:

OFF		WO		EM		TOTAL	
Auth	OH	Auth	OH	Auth	OH	Auth	OH
28	41	4	9	86	157	118	207

Military Attached:

OFF	WO	EM	TOTAL
0	0	9	9

Civilians:

DAC		VN		3rd NATL		CONTRACTORS	
Auth	OH	Auth	OH	Auth	OH	Auth	OH
1	1	29	28	0	0	0	0

(4) (FOUO) Aircraft Strength Figures as of 31 July 1969:

UH-1		OH-6		U-6A		U-21		TOTAL	
Auth	OH	Auth	OH	Auth	OH	Auth	OH	Auth	OH
4	3	5	1	0	3	2	3	11	10

l. Historian.

(1) (U) On 25 May 1969 the Brigade Organizational Day was held. This marked the 3rd year of the Brigade in Vietnam. Of special significance on this day was the placing of the streamers on the Brigade Colors for the 2nd Award of the Vietnamese Cross of Gallantry with Palm which was awarded the Brigade for the period 22 February 1967 to 17 May 1968.

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Period Ending 31 July 1969, RGS CSFOR-65 (M) (U)

(2) (U) The 335th Aviation Company (Aslt Hel) was awarded the Presidential Unit Citation per General Order No. 42, Headquarters, Department of the Army dated 16 June 1969. The award was for the period 6 November 1967 to 23 November 1967 while the 335th was supporting the 173rd Airborne Brigade (Separate) during Operation MacArthur in Kontum Province.

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Period Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

2. (C) Section II, Lessons Learned: Commander's Observations, Evaluations and Recommendations.

- a. Personnel. NONE
- b. Operations. NONE
- c. Training. NONE
- d. Intelligence. NONE
- e. Logistics.

(1) (C) 2.75 Inch Folding Fin Aerial Rockets (FFAR)

(a) Observation: The shortage of 2.75 Inch FFAR throughout RVN has had an unfavorable impact within the 1st Aviation Brigade.

(b) Evaluation: The usage rate of the 2.75" FFAR point detonating (PD) fused (F-490) ammunition has exceeded the anticipated and projected usage rate. The available assets have reached a point where other types of 2.75" FFAR, Variable Time (VT) (H-489) have had to be allocated to protect the overall rocket posture within the command. Still the usage rate of the 2.75" FFAR is not decreasing. This usage rate, coupled with the inability of CONUS to meet the total requirements, has placed this item in a critical state of supply. It is anticipated that this condition will continue for at least 6 months.

(c) Recommendation: That every effort be expended to increase production of this item, and establish a more realistic system to accurately estimate future rocket ammunition requirements.

(d) Command Action: This headquarters has coordinated with 1st Log Command to monitor all requests for rockets. Further, all subordinate organizations have been notified that they must plan their operations within ammunition allocations assigned.

(2) (U) Authentication of Issue Priority Designator (IPD) 05 or Higher Requisitions.

(a) Observation: Paragraph 11b, USARV Regulation 735-35, requires the commander, deputy commander, or executive officer to authenticate the assignment of IPD 05 or higher by placing his signature in the

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Remarks Column of the Unit Document Register and on the reverse of each requisition submitted.

(b) Evaluation: 1 Prior to November 1968, the aviation companies within the 1st Aviation Brigade had a transportation detachment attached for aircraft maintenance support. Since the sole function of these detachments was to provide aircraft maintenance support, the detachment commander was immediately available to insure that materials requested on an IPD 05 or higher was essential for mission accomplishment and requisitions were submitted in an expeditious manner. However, in November 1968, the transportation detachments were inactivated and the maintenance capability was incorporated in to the aviation companies as a result of MTOE action.

2 The duties and responsibilities of the Commander and Executive Officer often require one of them to fly daily missions with the unit. Since the aircraft maintenance facilities are separated from the immediate company area, the officer remaining in the company area is not always readily available to review and sign IPD 05 and higher requisitions for aircraft parts and major assemblies. As a result, a lag time of four to eight hours is created for submission of IPD 05 and higher requisitions for the required repair parts and major assemblies.

(c) Recommendation: That favorable consideration be given to the deviation of paragraph 11b, USAFV Regulation 735-35, in order to allow the unit Tech Supply Officer to sign the IPD 05 and higher requisitions when authorized in writing by the unit commander.

(d) Command Action: A letter requesting deviation of paragraph 11b, USAFV Regulation 735-35 was forwarded to HQ, USAFV on 22 April 1969. A reply to this request has not been received.

(3) (U) Base Construction

(a) Observation: Critical shortages of materials have affected the construction of aviation maintenance facilities for 24 hour maintenance.

(b) Evaluation: Aviation maintenance facilities; i.e., hangars and technical supplies, are essential for performing adequate maintenance where aviation units are located at one installation for extended period of time. Tentage is satisfactory only for limited periods of time because of high replacement costs. Current shortages of lumber

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have caused the construction to be delayed indefinitely. Pre-engineered buildings, which are acceptable substitutes, are being requested for those units which can utilize the substitutes. The substitute hangars cannot be utilized for CH-47, CH-54, U-21, or OV-1 aircraft.

(c) Recommendation: That urgent action be taken to procure the required materials for maintenance facilities and that these facilities be placed on the construction priority listing of base construction to insure early completion of projects.

(d) Command Action: This headquarters has submitted a troop construction priority list by Corps area to HQ, USARV. Quarterly contractor construction priority meetings were conducted in II, III, and IV Corps in June 1969, with representatives from this headquarters attending. Thus far, one troop construction priority meeting was conducted by the 159th Engineer Group (Construction) in the quarter beginning July 1969.

- f. Organization. NONE
- g. Information. NONE
- h. Signal. NONE
- i. Surgeon. NONE
- j. Aviation Safety/Flight Standardization.

(1) (U) Plenum Chamber and Particle Separator Inspection

(a) Observation: During the period October 1968 through March 1969 there were 283 UH-1 engine replacements in the brigade as the result of foreign object damage (FOD), the leading cause for all engine replacements within the brigade. A policy previously initiated required a plenum chamber and particle separator inspection by the pilot prior to the first flight of each day. This inspection was suspected of being the cause of much of the foreign object damage and a 90 day test period was initiated on 1 May 1969 to evaluate possible foreign object damage.

(b) Evaluation: The test period FOD inspection was as follows: A thorough inspection of the plenum chamber and particle separator was required at each intermediate inspection and no longer required by the pilot prior to the first intended flight of the day. Cleaning of the particle separator and plenum chamber was required to be accomplished by the crew-chief and inspected and signed off as completed by a qualified technical

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Period Ending 31 July 1969, RCS CSFGR-65 (R1) (U)

inspector on the DA Form 2408-13. When the aircraft was operated in an area that was extremely dusty or if the aircraft had been subjected to extensive debris (grass, leaves) the FOD inspection was performed on a daily basis or when deemed necessary. Any non-scheduled maintenance requiring safety wire and other materials to be brought to the pylon area or cabin roof also required an FOD inspection. The 90 day test period conducted in the brigade resulted in a 34% decrease in foreign object damage to the UH-1 engines.

(c) Recommendation: That the above inspection policy be instituted throughout USARV.

(d) Command Action: The Brigade has established the new particle separator and plenum chamber inspection as standard policy.

(2) (U) CH-47A Load Limitation

(a) Observation: The Brigade experienced a CH-47A accident on 6 May 1969 with 73 RVN persons aboard.

(b) Evaluation: A load of this magnitude is unsafe in the event of an emergency even though the aircraft can be within gross weight limitation with RVN passengers. A maximum load of 33 US passengers or 50 Vietnamese passengers was established by this headquarters for the CH-47A. The normal load may be less due to density altitude and fuel conditions. A hover check must be completed prior to flight to determine the effect of varying loads and density altitudes. All passengers must be secured prior to take off.

(c) Recommendation: That the above maximum load guide be adopted throughout USARV.

(d) Command Action: The Brigade adopted this as a maximum load guide.

(3) (U) Loss of RPM, UH-1B/C aircraft

(a) Observation: The Brigade experienced many loss of rotor RPM type accidents involving the UH-1B/C gunships. The accepted hover check outlined in USARV Flight Standardization Letter 69-1 established the hover check for the UH-1B/C gunships as follows: establish a stabilized 1 foot hover at or above 6300 RPM; return to the ground for take off.

(b) Evaluation: The use of this hover check proved to be inadequate because of the criticality of RPM control with a fully loaded gunship.

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(c) Recommendation: That the policy stated below in paragraph 2.j.(3)(c) be adopted by all units within USARV.

(d) Command Action: The Brigade has established the following hover check for the UH-1B/C: stabilize at 1 foot hover at 6600 RPM, no bleed off; return to the ground for take off.

k. Chaplain. NONE

l. Headquarters Commandant. NONE

m. Historian. NONE

FOR THE COMMANDER:

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GEORGE E. HANDLEY, JR.
Colonel, Field Artillery
Chief of Staff

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SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period
Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 2 6 SEP 1969

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558

Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D.C. 20310

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 July 1969 from Headquarters, 1st Aviation Brigade.

2. (C) Comments follow:

a. (C) Reference item concerning "2.75 Inch Folding Fin Aerial Rockets, (FFAR)," section II, page 17, paragraph e(1); concur. The 2.75" FFAR is a JCS controlled aerial munition. Every six months, JCS allocates to DA an equitable portion of the overall rocket motor production. JCS allocates the rocket motors only, which in turn determines the total number of rockets which can be produced. The stated requirements for 2.75" rocket items fluctuated widely over the past 12 months and the production base has been unable to respond rapidly to these changes. The rocket production forecast for the last six months of CY 69 and the first six months of CY 70 was disclosed at a USARPAC Munitions Conference held during the period 28 through 30 July 1969. USARV was scheduled to receive maximum production. Every effort has been made by USARV and the Project Manager of the 2.75" Rocket to obtain the maximum number of 2.75" HE rockets consistent with JCS allocations.

b. (U) Reference item concerning "Authentication of Issue Priority Designator (IPD) 05 or Higher Requisitions," section II, page 17, paragraph e(2); nonconcur. The Uniform Materiel Movement and Issue Priority System (UMMIPS), which established the priority system, prescribes expeditious processing throughout the supply system to include air movement of high priority requests. The inconvenience experienced in adhering to the command requirement of validating high priority, IPD 01 through 08, supply requests must be measured against a supply system flooded with unjustified high priority requests. Even with the imposition of this requirement over 40 percent of all requests and requisitions received at the 1st Logistical Command depots are high priority.

c. (C) Reference item concerning "Base Construction," section II, page 18, paragraph e(3); concur. This headquarters and the 1st Logistical Command are both aware of the lumber shortage and have initiated several urgent actions to obtain early relief. Projects for aircraft maintenance facilities continue to be included in construction priority lists. Pre-engineered buildings have been authorized for construction to meet some aircraft maintenance requirements. To meet other requirements, maintenance hangers are being relocated from bases designated for turnover to RVNAF.

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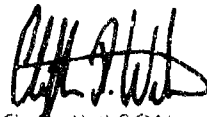
SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period
Ending 31 July 1969, RCS CSFOR-55 (R1) (U)

d. (U) Reference item concerning "Plenum Chamber and Particle Separator Inspection," section II, page 19, paragraph 2j(1); nonconcur. An inspection of the engine intake screen or filter and sand and dust separator filters is required daily. They are designated as Critical Inspection Items. Scheduled preventive maintenance should be performed as directed in TB 55-1500-301-25.

e. (U) Reference item concerning "CH-47A Load Limitations," section II, page 20, paragraph 2j(2); nonconcur. The recommended load guide is in contravention with paragraph 3b, USAKV Regulation 95-5. The unit is advised to refer to USAKV unclassified message number 77852, dated 18 August 1969, subject: Operational Loading CH-47, for additional guidance.

f. (U) Reference item concerning "Loss of RPM, UH-1B/C aircraft," section II, page 20, paragraph 2j(3); concur. The USAKV Flight Standardization Conference on 24 June established the hover check as recommended. A Flight Standardization Letter re-emphasizing this policy will be published and distributed to all USAKV aviation units.

FOR THE COMMANDER:



C. D. WILSON
1LT, AGC
Assistant Adjutant General

Cy furn:
1st Avn Bde

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REPORT (15 Aug 69) 2d Ind
SUBJECT: Operational Report of HQ, 1st Aviation Brigade
for Period Ending 31 July 1969, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 29 OCT 69

TO: Assistant Chief of Staff for Force Development, Department
of the Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:



C. L. SHORTT
CPT, AGC
Asst AG

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DOCUMENT CONTROL DATA - R & D

1. *Form of classification of title, body of abstract and indexing annotation must be entered when the overall report is classified*

2. *Corporate author*

OACSFOR, DA, Washington, D.C. 20310

2a. REPORT SECURITY CLASSIFICATION

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2b. GROUP

4

3. *Report title*
National Report - Lessons Learned, HQ, 1st Aviation Brigade

4. *Report dates (Type of report and inclusive dates)*

Periods of unit engaged in counterinsurgency operations, 1 May 69 to 31 July 69.

5. *Author(s) (First name, middle initial, last name)*

✓ 1st Aviation Brigade

6. *Report date*

12 AUGUST 1969

7. *Contract or grant no*

8. *Project no*

N/A

7a. TOTAL NO. OF PAGES

28

7b. NO. OF REFS

9a. ORIGINATOR'S REPORT NUMBER(S)

693284

9b. OTHER REPORT NO(S) (Any other numbers that may be assigned this report)

10. *Abstract statement*

11. *Report number*

N/A

12. *Sponsoring military activity*

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13. *Abstract*

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